

Amendments to the claims:

Claims 1-19: (canceled)

20. (new) A drive train for a motor vehicle, having an internal combustion engine (1) and an electric machine (2), wherein said electric machine generates a torque upon starting of the engine (1), and having a clutch (3), wherein said clutch is disposed between the engine (1) and a gear train (4) by way of which a torque generated by the engine (1) can be transmitted to at least one vehicle drive wheel, wherein means (5, 6) are provided, wherein said means, upon starting of the engine, can actuate the clutch (3) in such a way that a first part of the torque generated upon starting of the engine by the electric machine (2) is transmitted to the at least one vehicle drive wheel, and a second part of the torque generated by the electric machine (2) and sufficient for starting the engine (1) is transmitted to the engine, wherein sensors are provided, wherein said sensors detect an exceptional state in which the motor vehicle, because of external forces, would undesirably put itself into motion, because the torque transmitted upon starting of the electric machine to the at least one vehicle drive wheel is too low to prevent the unwanted motion of the motor vehicle.

21. (new) The drive train of claim 20, wherein the means includes a control device (5).

22. (new) The drive train of claim 21, wherein for the control device (5), temperature- and/or rpm-dependent performance graphs for the drive torque of the engine (1) and/or for the starting torque and/or for the clutch engagement moment, which is predominately dependent on the clutch engagement travel, are used.

23. (new) The drive train of claim 22, wherein the performance graphs are varied adaptively.

24. (new)) The drive train according to claim 20, wherein the means include a regulating device (5).

25. (new) The drive train of claim 24, wherein the regulating device regulates the torque, transmitted upon starting of the engine (1) by the electric machine (2) to the at least one vehicle drive wheel, in such a way that rotational irregularities of the engine (1) upon starting of the engine (1) are decoupled from the at least one vehicle drive wheel.

26. (new) The drive train of claim 25, wherein the decoupling of the rotational irregularities is effected at least until such time as the engine (1) has reached an rpm at which it is capable of outputting power.

27. (new) The drive train of claim 24, wherein the regulating device regulates the torque, transmitted upon starting of the engine (1) by the electric machine (2) to the at least one vehicle drive wheel, in such a way that the motor vehicle is kept at a stop until the engine (1) has reached an rpm at which it can output power.

28. (new) The drive train of claim 20, wherein the exceptional state detected by the sensors is indicated to the driver.

29. (new) The drive train of claim 20, wherein a vehicle brake is provided, wherein said vehicle brake is actuated automatically upon an occurrence of the exceptional state.

30. (new) The drive train of claim 30, wherein the vehicle brake is automatically released when the engine (1) has reached an rpm at which it can output power.

31. (new) The drive train of claim 24, wherein the regulating device regulates the torque, transmitted upon starting of the engine (1) by the electric machine (2) to the at least one vehicle drive wheel, in such a way that the motor vehicle puts itself in motion, before the engine (1) has reached an rpm at which it can output power.

32. (new) The drive train of claim 24, wherein the means include an automatic clutch (6), wherein said automatic clutch (6) actuates the clutch (3).

33. (new) The drive train of claim 32, wherein the regulating device (5) triggers the automatic clutch.

34. (new) The drive train of claim 20, wherein an automatic start-stop control is provided, which wherein said start-stop control can stop the engine when the motor vehicle is stopped and re-start it for driving on again.

35. (new) The drive train of claim 20, wherein only in stop and go operation of the motor vehicle, but not a first time an engine is started on a given trip, the first part of the torque generated upon starting by the electric machine (2) is transmitted to the at least one drive wheel.

36. (new) The drive train of claim 20, wherein the electric machine (2) is a starter.

37. (new) The drive train of claim 20, wherein the electric machine (2) is a starter-generator.

38. (new) A drive train for a motor vehicle, having an internal combustion engine (1) and an electric machine (2), wherein said electric machine generates a torque upon starting of the engine (1), and having a clutch (3),

wherein said clutch is disposed between the engine (1) and a gear train (4) by way of which a torque generated by the engine (1) can be transmitted to at least one vehicle drive wheel, wherein means (5, 6) are provided, wherein said means, upon starting of the engine, can actuate the clutch (3) in such a way that a first part of the torque generated upon starting of the engine by the electric machine (2) is transmitted to the at least one vehicle drive wheel, and a second part of the torque generated by the electric machine (2) and sufficient for starting the engine (1) is transmitted to the engine, wherein the regulating device regulates the torque, transmitted upon starting of the engine (1) by the electric machine (2) to the at least one vehicle drive wheel, in such a way that the motor vehicle puts itself in motion, before the engine (1) has reached an rpm at which it can output power.